

This listing of claims will replace all prior versions, and listings of claims in the application:

AMENDMENTS TO THE CLAIMS

CLAIMS

1. (Currently Amended). A motor vehicle including: a body (10); interior trim panels (20) attached to the body (10), and separating the body (10) from the interior of the vehicle; an airbag (30) attached to the body (10), and normally located between the body (10) and the interior trim (20); means of inflating the airbag (30) in case of impact, and at least one guide strap (31), usually extending from the body (10) to the interior trim (20), where one end (311) of said strap (31) is attached to the body (10), and the opposite end of the strap (312) is attached to the airbag, where the inflation of the airbag (30) makes it deploy towards the vehicle compartment, thereby drawing the strap (31) with it, wherein means of separating the interior trim (20) from the body (10) are provided, in order to facilitate the deployment of the strap (31) when the airbag (30) is inflated.

2. (Currently Amended). A vehicle according to Claim 1, wherein the means of separating the interior trim (20) include a floating ramp (40) attached to the body (10) and capable of pivoting away from said body from a standby position, relatively close to the body (10), to a deployed position, relatively further from the body (10), where the interior trim is attached to the floating ramp (40), and the airbag (30) pushes the floating ramp (40) from its standby position to its deployed position when it is inflated.

3. (Currently Amended). A vehicle according to Claims 2, wherein the floating ramp (40) includes means of stopping the travel of the floating ramp (40) between its standby and deployed positions.

4. (Currently Amended). A vehicle according to ~~either of claims 2 or 3~~ Claim 2, wherein the means of separating the interior trim include a fixed ramp (50) attached to the body (10) and bearing a first locking device (51), with the floating ramp (40) bearing a second locking device (42), acting with the first in order to temporarily lock the floating ramp (40) in its standby position as long as the pressure exerted by the airbag (30) against the interior trim (20) remains below a first predetermined threshold, and freeing the floating ramp (40) from its standby position once the pressure exerted by the airbag (30) against the interior trim (20) exceeds the first predetermined threshold.

5. (Currently Amended). A vehicle according to Claim 4, wherein the floating ramp (40) includes a casting (43) that houses the second locking device (42) and to which the interior trim (20) is attached, and at least one bottom lug (44) incorporated into the casting (43), and engaged into a corresponding housing (52) in the fixed ramp (50), the floating ramp (40) resting against the bottom (523) of the housing (52) by means of said lug (44), and going from its standby position to its deployed position by pivoting on said bottom lug (44).

6. (Currently Amended). A vehicle according to ~~Claims 4 or 5~~ Claim 4, wherein the interior trim (20) includes at least a first panel (21) which is secured to the floating ramp (40), a second panel (22) next to the first panel which is secured to the floating ramp (40), a second panel (22) next to the first and positioned with respect to the airbag (30) in such a way that upon inflation, the airbag (30) pushes the second panel (22) away from the body (10), and a means of connecting the first and second panels (21,22) that transmits to the first panel (21) the pressure applied to the second panel (22) until said pressure exceeds a second predetermined threshold which is higher than the first, where beyond the second threshold, the means of connection allow the first and second panels (21,22) to be mutually

separated, thereby defining an opening (23) through which the airbag (30) is deployed inside the vehicle.

7. (Currently Amended). A vehicle according to Claim 6, wherein the floating ramp (40) includes an upper side (45) which faces the airbag (30) and extends between the body (10) and an area of the interior trim (20) in which the opening (23) is created when the airbag (30) is inflated.

8. (Currently Amended). A vehicle according to Claim 7, wherein the upper side (45) of the floating ramp (40) is defined, on the side of the interior trim (20), by an inner edge (451), the first panel (21) having an upper edge (211) which is parallel and close to the inner edge (451), the second panel (22) having a lower edge (221) fitted between said inner edge (451) and said upper edge (211).

9. (Currently Amended). A vehicle according to ~~any of Claims 6 through 8~~ Claim 6, wherein the first panel (21) includes at least one locking tab (212) which snaps into a corresponding lock opening (46) in the floating ramp (40).

10. (Currently Amended). A vehicle according to ~~any of Claims 4 through 9~~ Claim 4, wherein the second locking device (42) is composed of a locking tab, the first locking device (51) being a corresponding lock opening in which snaps the locking tab (42) when the floating ramp (40) is in the standby position.

11. (New). A vehicle according to Claim 3, wherein the means of separating the interior trim include a fixed ramp attached to the body and bearing a first locking device, with the floating ramp bearing a second locking device, acting with the first in order to temporarily lock the floating ramp in its standby position as long as the pressure exerted by the airbag against the interior trim remains below a first predetermined threshold, and freeing the floating ramp from its standby position once the pressure exerted by the airbag against the interior trim exceeds the first predetermined threshold.

12. (New). A vehicle according to Claim 5, wherein the interior trim includes at least a first panel which is secured to the floating tram, a second panel next to the first panel which is secured to the floating ramp, a second panel next to the first and positioned with respect to the airbag in such a way that upon inflation, the airbag pushes the second panel away from the body, and a means of connecting the first and second panels that transmits to the first panel the pressure applied to the second panel until said pressure exceeds a second predetermined threshold which is higher than the first, where beyond the second threshold, the means of connection allow the first and second panels to be mutually separated, thereby defining an opening through which the airbag is deployed inside the vehicle.

13. (New). A vehicle according to Claim 7, wherein the first panel includes at least one locking tab which snaps into a corresponding lock opening in the floating ramp.

14. (New). A vehicle according to Claim 8, wherein the first panel includes at least one locking tab which snaps into a corresponding lock opening in the floating ramp.

15. (New). A vehicle according to Claim 5, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

16. (New). A vehicle according to Claim 6, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

17. (New). A vehicle according to Claim 7, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

18. (New). A vehicle according to Claim 8, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.

19. (New). A vehicle according to Claim 9, wherein the second locking device is composed of a locking tab, the first locking device being a corresponding lock opening in which snaps the locking tab when the floating ramp is in the standby position.